

The Ryerson Canadian History Readers

LORNE PIERCE, Editor

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THE
HUDSON'S BAY COMPANY

By

ROBERT WATSON

*Author of "My Brave and Gallant Gentleman,"
"Gordon of the Lost Lagoon," etc.*

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The Ryerson Canadian History Readers

Lorne Pierce, *Editor*

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THE GOVERNOR AND COMPANY OF ADVENTURERS OF ENGLAND, TRADING INTO
HUDSON'S BAY, COMMONLY KNOWN AS

THE HUDSON'S BAY COMPANY

1. *The Voyage of the "Nonsuch."*

"THE ADVENTURERS of England!"

What a wealth of exciting reading one would expect to find within the covers of a book bearing so wonderful a title! And that is exactly what one does find who studies the history of the Hudson's Bay Company.

Its history is the story of early as well as modern Canada, and this story is a continued one, for to-day this company sends its daring young adventurers forth, East, West and North over Canada, to trade for furs with the Indian and Eskimo hunters and trappers, as it did over two and a half centuries ago.

That period of British history which embraces the reign of King Charles the Second was one of gallant cavaliers, courtly manners, daring deeds and successful enterprises. The nobles and gentlemen who at-

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tended the gay courts were ever ready to lend their sword-arms, their influence and their fortunes to any projects that might give promise of exciting adventure combined with financial gain.

It was in such times that two French adventurers, Pierre Radisson and Medard Chouart des Groseilliers, angry at the treatment they had received from their own countrymen, decided to try to arouse British interest in their fur-trading schemes.

Groseilliers went to Boston to interview the British colonists there. He caught their interest, but failed to raise the funds necessary to equip his expedition. He became acquainted with a clever seafaring man, one Zachary Gillam, who was captain and part owner of a small fifty-ton ketch, the *Nonsuch*. Gillam was so impressed with Groseilliers' project that he offered his services. This resulted in both Radisson and Groseilliers sailing with Gillam on the *Nonsuch* for Plymouth, England, in June, 1665. After many interviews in both France and England, the cost of the expedition for Hudson Bay was defrayed by British capital.

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*Illustration by the courtesy of the Governor and
Committee of the Hudson's Bay Company.*

SIR GEORGE SIMPSON, CHIEF OFFICER OF THE HUDSON'S BAY COMPANY, AND GOVERNOR OF RUPERT'S LAND, IS HERE SHOWN ON A TOUR OF INSPECTION. RUPERT'S LAND WAS A KINGDOM IN SIZE, EXTENDING OVER THE WHOLE OF THE NORTH-WEST, AND WHEREVER SIMPSON WENT HE TRAVELED IN STATE. A PIPER MAY BE SEEN HEARTENING THE TEDIOUS JOURNEY ALONG THE INTERMINABLE RIVERS.

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Backed by Prince Rupert, Earl of Craven and Mr. Hayes, two ships were secured by the merchant-adventurers—the *Eaglet* (Captain Stannard) and the *Nonsuch* (Captain Gillam), the former with Radisson and the latter with Groseilliers aboard. These set sail from Gravesend in June, 1668. The *Eaglet* was unsuccessful and had to turn back, but the ketch *Nonsuch*, with forty-two men, reached Resolution Isle at the entrance to Hudson Strait on August 4th, 1668, and continuing among narrow channels and immense ice fields, sailed into that great sea, Hudson's Bay, which Henry Hudson had discovered a little over half a century before.

They anchored in a river on the south-east corner of James Bay, naming it Rupert's River.

Here they landed and prepared for the winter. Much had to be done, however, before they could feel comfortable in the severe weather which would soon be upon them, or safe from the possible attacks of strange Indian tribes. They set to work immediately to build the first fort for what became later "The Governor and Company of Adven-

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turers of England trading into Hudson's Bay."

This fort was built of logs, with a stockade enclosure. It was erected under Groseilliers' direction and was given the name of "Fort Charles."

It is recorded that four days after the arrival of the daring fur-traders, while Fort Charles was being built, a small band of Indians came and watched with surprise the work of the white settlers, also their wonder-ship riding at anchor at the river's mouth. After much speech-making and the dispensing of presents, the Indians went away, promising to return with their season's hunt of furs.

The following year, Groseilliers and Captain Gillam returned to England with the *Nonsuch*, which was loaded with valuable furs. They reached the Thames in October, 1669.

This successful venture into the New World delighted the London gentlemen who had financed the scheme and it led directly to the formation of "The Governor and Company of Adventurers of England trading into Hudson's Bay."

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2. *Prince Rupert and the Royal Charter.*

Prince Rupert, Count Palatine of the Rhine, Duke of Bavaria and Cumberland, grandson of King James the First of England, became the first of a long line of noted governors to guide the destinies of the Hudson's Bay Company. A dashing cavalier, an intrepid seaman, a keen and enlightened student, a patron of art, science and commerce, he stood, in an age of extraordinary men, head and shoulders above his fellows. He fought with great gallantry on the side of the Royalists in the Civil War. In later years, he became an admiral and distinguished himself in the wars with the Dutch.

It was to him that Groseilliers had gone seeking support for his project, and it was through his influence that the famous Charter was granted to the company of seventeen nobles and gentlemen. Prince Rupert was chosen the first Governor of the Company, and he remained at their head for twelve successive years. He died on November 29th, 1682, at the age of sixty-three.

His Royal Highness James Duke of York succeeded him in 1683 as Governor.

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The Royal Charter to "The Governor and Company of Adventurers of England trading into Hudson's Bay," was granted by King Charles the Second on May 2nd, 1670. This Charter conceded a great deal more than King Charles and the "Gentlemen Adventurers" ever dreamed of. The document consists of five sheets of parchment, each measuring thirty-one and one-half inches by twenty-five inches, in all some twenty-seven square feet of close penmanship. It is carefully preserved by the Hudson's Bay Company in London, England.

The heraldic coat-of-arms or armorial bearings of the Company is well known and consists of:—

Shield—Argent, a cross gules between four beavers sable.

Crest—Upon a cap of maintenance gules turned up ermine, a fox sejant proper.

Supporters—On either side an elk proper.

"Argent" means white or silver.

"Gules" means red.

"Sable" means black.

"Sejant" means sitting.

"Proper" means the natural colour of the animals.

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The red cross indicates the Cross of Saint George.

The Hudson's Bay Company motto, *Pro Pelle Cutem*, is supposed to signify, in simple language, "skin for skin." In other words, "the trader risks his skin in procuring the animals' hides."

It is presumed that the first furs received in London as a result of the operations of the Company were sold privately. The commercial centres of the fur trade at that time were in Leipzig, Amsterdam, Paris and Berlin.

In January 1672, at Garraway's Coffee House in London, the first public sale of furs took place. These were sold by auction. Such auctions were then conducted by "the candle." Many distinguished gentlemen were present, including Prince Rupert and the Duke of York, while it has been suggested that the poet Dryden, to whom the following lines are ascribed, may also have attended:

"Friend, once 'twas Fame that led thee forth
To brave the Tropic Heat, the Frozen North;
Late it was Gold; then Beauty was the Spur,
But now our Gallants venture but for Fur."

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This sale of the Hudson's Bay Company was merely the first of many great transactions which have continued for over two and a half centuries, making London, England, the centre of the world's fur trade.

3. Henry Kelsey.

In 1684, Henry Kelsey, a boy of the City of London, was engaged by the Hudson's Bay Company as an apprentice, and shipped out to Port Nelson.

He was a very active lad, a swift runner, fond of adventure, very daring and a splendid woodsman. Like Pierre Radisson, he spent several years among the Indians, with whose habits and nature he became thoroughly familiar.

On account of this experience, he was chosen to make a number of journeys of exploration for the Company.

A record of Kelsey's trip to the northward of Churchill River exists, also his own journal detailing the wonderful inland journeys he made, in 1690 and 1691.

Sending some Assiniboine Indians ahead of him, he overtook them at Deering's Point, six hundred miles inland, a place where the

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Indians were in the habit of gathering when starting out on expeditions. He continued with them by water and wooded land almost 400 miles, then across some fifty miles of prairie. Another eighty miles and he came to the land of the buffalo and beaver, presumably in eastern Saskatchewan. He was the first white man to see the buffalo on the plains, the first to record the musk-ox of the north country and to note the presence of grizzly bears on the prairies.

He had many adventures from Indians, fire and wild animals, but he was as fortunate in his exploits as he was courageous. After killing two grizzlies, he gained the name of *Miss-top-ashish* among the Indians, meaning "Little Giant."

He was the earliest known explorer of the Canadian North-West. Forty years before the intrepid La Vérendrye made his voyage West, Henry Kelsey had ventured eleven hundred miles into the interior, possessing the land as he went in the name of the Hudson's Bay Company and securing the trade of the Indian tribes that had previously been hostile.

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Kelsey's services were rewarded by a special grant from the Company.

In 1694 he was present at Fort Nelson during its bombardment by Iberville. In this engagement he displayed great bravery, for which he was again rewarded.

In 1713 he was made deputy-governor of Fort York at the mouth of Hayes River, and in 1718 he became governor of York Factory. Records show that Henry Kelsey was connected with the Company up to 1722. He died in 1729.

4. The Great Sea Fight of 1697.

When the success of the fur enterprise of "The Company of Adventurers" got noised abroad, Hudson's Bay became the rendezvous of other adventurers, all in search of easy and quick fortunes.

These quests finally resolved themselves into a national tussle between the French and the British for supremacy in Canada.

In 1685, one, Chevalier de Troyes, a French nobleman in Canada, obtained permission from the French Governor to drive the British out of Hudson's Bay.

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With Sieur d'Iberville as one of his lieutenants, he set out, and succeeded in capturing Moose Factory, Fort Rupert and Fort Albany. Pierre Le Moyne d'Iberville's star, was soon thereafter greatly in the ascendant. He became much feared for his daring, his cunning and his strategy. He received the appointment of a lieutenancy in the French Navy.

The forts in Hudson's Bay changed hands again and again, the policy of each of the belligerents being to catch the other napping in defence.

In 1693, three Hudson's Bay Company ships, under Captain Grimington, recaptured the forts in the south of the bay.

In 1694, Port Nelson was captured by the French and recaptured by the British in 1696. Then 1697 witnessed the greatest fight of all for possession of the forts in Hudson Bay, then in the hands of the British.

Iberville was in the bay and in command of the French ships, *Palmier*, *Profound*, *Violent*, *Wasp* and *Pelican*, the last named being his flagship.

On August 25th, after being encompassed

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by a dense fog, he found himself out of touch with his own fleet and confronted by the British men-of-war. He made off. On September 3rd, while anchored off Port Nelson, he sighted, as he thought, his own ships. He sailed out to meet them, to find himself again confronted by the three British ships. He decided to fight to the death against heavy odds.

For four hours the battle raged. The *Pelican* was raked fore and aft. Sails, mast-poles and davits were soon in flames, but still she stood out, defying every British attempt to board her. Suddenly the *Hampshire* ceased firing, lurched, then sank like a lead, taking with her two hundred and fifty men.

Iberville, astounded and elated, now centred his attention on the *Hudson's Bay*, which soon struck her colours with one hundred and ninety men.

Iberville was in triumph. While he was transferring his prize crew on board the *Hudson's Bay*, the *Dering*, with Grimington, escaped to Port Nelson.

A fierce storm now struck the *Pelican*. She lost her captive. With a broken rudder and foundering, the *Pelican* was compelled

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to run ashore on the sands six miles from Fort Nelson.

In rafts and other makeshifts, the dauntless Iberville and his men took to the icy waters, waist-deep, and waded ashore with their wounded.

While encamped, Iberville's fleet hove in sight, minus the *Violent*, which had gone down in the storm. Thus strengthened, Iberville demanded the surrender of the fort. Port Nelson was at that time in command of Governor Bailey, who had with him Henry Kelsey, also Grimington of the *Dering* and Smithsend of the ill-fated *Hudson's Bay*.

Bailey declined to surrender; then he haggled for terms and got them. He marched out, bag and baggage, flags flying, fifes and drums playing, in splendid pomp, to the desolation of the winter, while the invaders sacked the fort.

This blow almost paralyzed the Hudson's Bay Company. Albany Fort alone remained to them.

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5. *Fort Prince of Wales.*

In the year 1717, the Hudson's Bay Company commenced to build a fort on Churchill River. This was Fort Prince of Wales. It was built of wood and in such condition did not remain long in existence.

Former experiences caused the Company to undertake the building of a fortification on a scale hitherto unattempted, as a safeguard against attacks of both French and Indians.

In 1733, from plans of British military engineers, the foundations of Fort Prince of Wales were laid at Churchill. This fort, when completed, became one of the strongest on the continent. The thickness of the walls was originally planned for forty-two feet, but by orders of Governor Richard Norton this was changed to twenty-five feet. The parapets were originally built of wood obtained from the old fort five miles up the river, but in 1746 the Hudson's Bay Company started to reconstruct these parapets of stone.

A notable character of his day was one Moses Norton, a half-breed Indian who was governor of Fort Prince of Wales in 1769.

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Norton was a good trader, although he possessed many undesirable characteristics.

In 1782 when Fort Prince of Wales was manned by a company of only thirty-nine men, under Governor Samuel Hearne, the noted discoverer of Coppermine River, it was attacked by three French men-of-war, under Admiral de la Perouse, who disembarked a party of four hundred troops on the shores of Churchill Bay. A demand was made on Governor Hearne to surrender, and, feeling evidently the futility of resistance against so superior a force, he gave up without firing a shot. The fort was occupied and partly demolished by the exultant Frenchmen, but their efforts to destroy its stout walls were unavailing.

Fort Prince of Wales was never rebuilt.

The only remaining example in Canada of the strong stone forts of the days gone by, intact and in good condition, is Lower Fort Garry, near Winnipeg. This fort is still owned and cared for by the Company and is open to visitors.

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6. *Samuel Hearne.*

Samuel Hearne, the discoverer of Coppermine River, was born in London, England, in 1745. He entered the British Navy before he was ten years old. At the end of the Seven Years' War, he joined the service of the Hudson's Bay Company. He became mate of the brig *Charlotte* with headquarters at Fort Prince of Wales.

Norton, the half-breed governor of the fort, received orders from London in 1769 to send one of his men on a journey of discovery of unknown rivers, strange lands, rumoured copper-mines and the Northwest Passage which was supposed to lead directly to China.

Hearne was selected and promptly undertook the mission.

He started out from Fort Prince of Wales on November 6th, 1769, but when only two hundred miles on his way he awoke one morning to find his Indian companions making off with his supplies. Deserted, he was compelled to return to the fort.

He made a second attempt on February 23rd, 1770. This time his quadrant was blown over and broken and, as he was un-

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able to make observations without instruments, he once more made his way back to Churchill River.

On this trip, he suffered severely and, in his journal, mentions having had to go for long periods without food, living on a few cranberries, water, and scraps of old leather and burnt bones. On his return, he met with an Indian Chief of the name of Matonabee, who offered to guide him to the "Far Off Metal" or Coppermine River. This offer was accepted.

They left the fort on December 7th, 1770, with a band of Indians and dog sleighs.

After many adventures, Hearne reached the Coppermine River on July 13th, 1771, descended the river to its mouth and observed the Arctic Ocean. He was the first known white man to reach the Arctic Ocean from the interior.

He arrived back at Fort Prince of Wales on June 30th, 1772, after an absence of eighteen months.

He was rewarded by the Company for his services and later became governor of Fort Prince of Wales.

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7. *The Seven Oaks Massacre.*

In 1811, the Hudson's Bay Company conceded the Earl of Selkirk the privilege of placing a colony on the Red River, and, for this purpose, granted him land approximating 116,000 square miles, embracing portions of the valleys of the Red and Assiniboine Rivers in what are now Manitoba, Minnesota and North Dakota.

The first settlers for the Red River valley sailed from Stornoway, Scotland, on July 26th, 1811, reaching York Factory on Hudson Bay on the 26th September, 1811, where they wintered. They continued their journey to the Red River valley on July 6th, 1812, and, after much suffering and hardship, the advance party reached its destination on 30th August, 1812. The journey of about 730 miles from York Factory to the present site of the city of Winnipeg was made in fifty-five days.

For years there had been bitter trade opposition and much personal animus between the men of the North-West Company and the men of the Hudson's Bay Company.

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The North-West Company was a combination of Montreal fur-traders, formed in 1783-4 and headed by the Brothers Frobisher and Simon McTavish. With the advent of the Selkirk settlers, this ill-feeling became more intense; and the North-West Company made it known that they intended driving the settlers out, as land-settlement was detrimental to the fur business.

The North-West Company maintained they were the rightful successors of La Vérendrye and other early French traders, who had opened up the country.

The Hudson's Bay Company claimed that under its charter it had the sole right to pursue the fur trade in Rupert's Land, while the new colonists complained that the North-West Company had been stirring up the Indians against them and that the Metis, or half-breeds, disguised as Indians, had committed highway robbery on some of their people.

Hostile acts finally led to the Seven Oaks disaster.

Some of the Selkirk settlers had been talked over to the side of the North-West Company. Those who refused were threat-

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ened. The *Bois Brûlés*, or half-breeds, were encouraged by the North-West Company in fomenting trouble.

Early in June, 1815, a North-West Company party from Fort Gibraltar, fired on the men of the colony. Four of these were wounded. A demand for the surrender of Governor Macdonnell of the Hudson's Bay Company was acceded to, to prevent further bloodshed.

Persecution continued; houses were burnt down and dire threats were made. Matters quickly proceeded to a crisis.

Robert Semple was at this time governor for the Hudson's Bay Company at Fort Douglas, on the Red River, about one and a half miles north of Fort Garry.

During June of 1816, a watch was being kept for signs of the approach of half-breed bands of the North-West Company, of whose movements Semple had been warned. These were finally sighted on the 19th of the month at a point two miles north of the fort. Governor Semple and a party went out from Fort Douglas to meet them as they were making for the settlement.

With faces painted and evidently on the

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warpath, the *Bois Brûlés* encompassed Semple's party. The Governor demanded a reason for this unfriendly act. Angry words passed. From some point a shot rang out, and at once firing became general. Semple and others, to the number of twenty-two, fell under the deadly fusilade. The Governor, as he lay on the ground wounded in the thigh, was killed in cold blood. In only one instance was quarter given. The wounded were dispatched and their bodies mutilated.

It was a most discreditable and disastrous happening.

Fort Douglas was taken and looted, and, for a time, the North-West Company was in power.

8. Sir George Simpson.

Sir George Simpson was born in the County of Rossshire, Scotland, about 1787. He was appointed, in 1839, by the Hudson's Bay Company as Governor-in-Chief of Rupert's Land.

He controlled the destinies of the Company in this vast territory for many years, and he has left the imprint of his strong per-

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sonality on the pages of Canada's history. He was a very strict man, but was untiring in his work. He had a great genius for organizing, and did much to make a success of the amalgamation of the North-West Company and the Hudson's Bay Company, which took place in 1821.

Sir George Simpson is credited with the introduction of the York boat, which was evolved by William Sinclair, a Hudson's Bay Company officer. He also arranged an expedition of exploration to the Arctic. For his services as an empire builder, he was knighted in 1841 by the late Queen Victoria. He died in 1860 at Lachine.

9. *Hudson's Bay Company on the Pacific Coast.*

The Hudson's Bay Company went on pursuing its trading ever farther west and north, establishing posts in British Columbia and in what are now the States of Washington and Oregon.

Fort Vancouver, Washington, was for nearly a quarter of a century the capital of this great western portion of the Company's territory. It was located on the Columbia

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River, about eighty miles inland from the Pacific Ocean. Its site is about 250 miles due south of Vancouver in British Columbia.

Fort Vancouver was established in 1825. The fort itself was of rectangular design, but was much larger than usual, being 750 feet in length and 500 feet in breadth. The interior was divided into two courts, with about forty buildings, all of wood with the exception of the powder magazine which was of stone. In the centre, facing the main entrance, the Governor's residence stood. In front of this residence two eighteen-pounder cannons were mounted. Two swivel guns sat before the home of the chief factor. Other buildings in the enclosure comprised a chapel, dwellings for the officers and men, a school, artisans' shops, warehouses and retail stores.

Dr. John McLoughlin, "The Father of the Oregon," was in charge of the Western Department from 1824 until 1846. His splendid judgment, foresight and honesty of purpose were largely responsible for the development of the Pacific North-West.

Before the boundary-line question between the United States and the British possessions was settled by the Treaty of 1846.

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Dr. McLoughlin sent his lieutenant, Chief Factor James Douglas (who was knighted later by Queen Victoria) to select a new location for the headquarters of the Company in British territory. Douglas selected the present site of Victoria in 1843. Six years after it became the headquarters of the Company's Western Department.

Vancouver Island was granted to the Company on January 13th, 1849, but became a Crown Colony in 1859, with James Douglas, the Hudson's Bay Company governor, as the head of its first government.

The S.S. *Beaver* played no small part in the Pacific Coast history of the Hudson's Bay Company. She was built in London, England, in 1835. She left the Thames on August 29th, 1835, and rounded Cape Horn under sail, arriving at Columbia River, Fort Vancouver, Washington, on April 10th, 1836, where her engines and paddle wheels were fitted into her. These did service for the thirty years that followed, during which time it was the *Beaver's* duty to keep in touch with all the Company's coast posts and to maintain law and order.

The *Beaver* was sold by the Hudson's Bay

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Company to a private concern in 1874, and she went ashore at Brockton Point, Vancouver, B.C., on July 26th, 1888, becoming a total wreck.

10. *The Riel Rebellion*

To enable the newly-developed Provinces of Canada to become confederated into a nation under the British flag, the Hudson's Bay Company relinquished to Queen Victoria its governing rights which it had enjoyed under the Royal Charter of 1670.

By the Deed of Surrender, 1869-70, the Company agreed to select certain parcels of land around its trading posts and to accept one-twentieth of the land to be set out for settlement in "the fertile belt" between Lake of the Woods, Lake Winnipeg and the Rocky Mountains (900 miles) and between the north branch of the Saskatchewan River and the United States boundary (350 miles); also, the sum of three hundred thousand pounds, sterling, was paid to the Company by the Dominion Government.

No sooner had the Company arranged to hand over its control to the young Confeder-

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ation than trouble among the Metis, or half-breed, population in the region of the Red River came to a head in what is now known as the Riel Rebellion, led by a young French half-breed, Louis Riel. Riel was a man of certain ability and fair education, but he was vain and self-assertive, with an ambition far in excess of his capabilities.

His little band of badly-armed Metis grew rapidly with encouragement from certain quarters and with various acts of outlawry which were allowed to go on unpunished, such as the seizing of the mails and the looting of incoming freight.

The only government in this part of the country at this time was at Fort Garry, and the authorities there seem to have been unable to measure the extent of their power or to cope with the uprising.

On November 2nd, 1869, Riel and his followers took possession of Fort Garry, unopposed, and quartered themselves on the Hudson's Bay Company, much to the disgust of the Governor, William McTavish, who was powerless to prevent the intrusion. Riel set up a provisional government in Rupert's Land, issued a proclamation,

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hoisted a new flag, and interfered generally with the liberty of the people.

Donald A. Smith, the recently made Resident Governor in Canada of the Hudson's Bay Company, was sent by the Government of Canada to the Red River district of which Fort Garry (now Winnipeg) was the headquarters. He arrived in December, 1869.

Riel for a time held sway, but horrified the better feeling of the country by the "execution" of Thomas Scott, a young Irish Canadian who opposed Riel's assumption of government.

A relief expedition under command of Colonel Wolseley arrived in August, 1870. Riel and his lieutenants, Lepine and O'Donoghue, escaped across the Assiniboine River. Later, Riel became a member of the Canadian Parliament, assisted in repressing the American Fenian Raids and then spent some years in the United States of America. In 1884 he returned to Western Canada, where he led another insurrection in the neighborhood of Battleford, Saskatchewan. This second Riel Rebellion was soon put down and Riel himself was hanged for treason in 1885.

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11. *The Hudson's Bay Company To-day.*

Governor Donald A. Smith's work before, during and after the Riel Rebellion brought peace and a measure of prosperity to the country, and it was not many years before the construction and operation of the Canadian Pacific Railway, in which he took a leading part, enabled colonization and land settlement to proceed apace.

Donald A. Smith had commenced his working life as an apprentice in the Hudson's Bay Company service in Labrador. He subsequently became the Governor of the Hudson's Bay Company in London, as well as High Commissioner for Canada. Her Majesty Queen Victoria knighted him, and later made him a peer, with the title of Lord Strathcona and Mount Royal.

The Hudson's Bay Company was not content simply to make development possible by the surrender of their governing rights, but took an active part in the development through their stores and through the sale of land to settlers both in town and country. Speculation in land was not encouraged by the Company's land policy, which was to foster settlement.

CANADIAN HISTORY READERS

About 1910 the Company commenced the building of large stores in Western Canada.

With an occasional "set-back," the West continued steadily to develop, but the Great War started in August, 1914, and for more than the next four years everyone's thoughts and energies were engaged in one way or another with that terrible struggle.

Five hundred and twenty-four of the Hudson's Bay Company's men from all departments of the service served in the war and eighty lost their lives.

The Hudson's Bay Company acted as purchasing agents for France in Canada, the United States and elsewhere. This work necessitated the organization of a large shipping service; over 18,000,000 tons of goods, as well as passengers and troops, were transported by the Hudson's Bay Company; 110 ships were lost through submarines and other causes, but the work continued until after the close of the war.

In 1920 the Hudson's Bay Company celebrated its 250th anniversary, its charter having been granted on the 2nd of May, 1670, Sir Robert Molesworth Kindersley, G.B.E., who was the governor of the Company from

THE HUDSON'S BAY COMPANY

1916 to 1925, visited Canada to take a leading part in the celebrations, which were general throughout the Company's service, including the fur-trade posts.

From 1919 to 1927 inclusive Canada was largely engaged in recovering from the effect of the war. Fortunately the harvests from 1924 to 1927 were good and a new era of progress commenced.

The holding of Western Canada by the Hudson's Bay Company for many generations, during which, at various times, the country might easily have gone to other nations or reverted to a comparatively wild state, and the readiness of the Company to open up Western Canada when a proper government and railway facilities were assured, have enabled people of enterprise and adventure to develop large areas of wild land, so that there is now a population in Western Canada of over two and a half millions of people, engaged in work of every kind—farming, ranching, mining, forestry, fishing, manufacturing, store-keeping, and shipping. There is room for millions more, especially for hard-working and earnest people who will develop the natural resources of the country.

CANADIAN HISTORY READERS

The fur trade, which was the first industry of this country, is still pursued in the less accessible parts, where wild life flourishes.

The old Hudson's Bay Company perpetually renews its youth, by continuing, true to its name, to adventure in many activities, especially those connected with the fur trading, land settlement and stores.

The spirit of adventure which builds up great commercial enterprises such as the "Company of Adventurers of England trading into Hudson's Bay" is that same spirit upon which the whole life and happiness of the people of Canada was founded and is maintained. The story of the Hudson's Bay Company and the daring and steadfastness of purpose of the men in its service should be a never-failing source of inspiration to the rising generation of Canada.

(Continued from inside front cover)

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